TRANSPORT ANALYSIS PROFESSIONALS, INC.

8701 S.W. 137th AVENUE • SUITE 210 • MIAMI, FL 33183-4498 • TEL 305/385-0777 • FAX 305/385-9997

September 14, 2006

Mr. Joel Reed
Reed & Company
Development Services, Inc.
91700 Overseas Highway
Tavernier, Florida 33070

RE: Tavernier Hotel Redevelopment
Traffic Analysis

Dear Mr. Reed:

By the request of the developers of the Tavernier Hotel redevelopment, Transport Analysis Professionals, Inc (TAP) has been requested to determine the traffic impacts of the proposed changes in the hotel redevelopment.

The existing and proposed uses are as follows:

Existing:	**Proposed:**
Hotel – 18 units	Apartments* – 6 units
Apartment – 1 unit	Restaurant – 1,912 sf
Restaurant – 2,416 sf	Retail – 4,704 sf
Retail – 1,329 sf	* Affordable units

Before beginning our study, contact was made with Monroe County's traffic consultant (URS) to determine the scope of the traffic study, which is needed to determine traffic impacts from the subject redevelopment. The following locations were selected by TAP staff and the county's traffic consultant:

- US 1 & Atlantic Circle North
- US 1 & Jo Jean Way
- US 1 & Ocean Boulevard (shopping center signalized intersection)

Vehicular and pedestrian movements were recorded at the three (3) intersections under study on August 1, 2006 between 12:30 and 2:30 PM. The two-hour time period typically represents peak period traffic al along this portion of US 1.

TRAFFIC GENERATION

At the time that the data were collected at the three intersections stated above, the redevelopment design of the Tavernier Hotel was not yet completed. It was later determined that the proposed development will generate fewer trips during both daily and PM peak periods. Using the latest ITE trip generation sources, the attached list of tables represents the estimated existing and proposed trip generation from the hotel redevelopment. As can be seen in Table 4, there will be 34 fewer daily trips and three (3) fewer PM peak hour trips associated with the proposed redevelopment.

INTERSECTION ANALYSIS

After completing the data collection at the three intersections stated above, capacity analyses were performed to determine existing conditions. The traffic signal timing for US 1 and Ocean Boulevard is derived from observations of existing conditions at the time the data were collected in August 2006. Since the proposed redevelopment generates fewer trips, the analyses were performed for information purposes only and as part of traffic reporting guidelines for Monroe County. (No pedestrian activity was noted during the data collection process.)

The existing 2006 intersection analyses indicate that all study locations are operating at acceptable levels of service. Since the proposed redevelopment is estimated to generate fewer trips for both daily and PM peak periods, no further analysis was performed.

If additional information is needed, please contact me at your convenience.

Sincerely,

TRANSPORT ANALYSIS PROFESSIONALS, INC.

Richard P. Eichinger
Senior Traffic Engineering Manager

RPE/6722
Enclosures

cc: Daryle Osborn

Table 1
Unadjusted Existing
Daily and PM Peak Hour Trip Generation

Land Use & Size	ITE Land Use Code	Weighted Daily Volume	PM Peak Hour Volume IN	Out	Total
Hotel - 18 units	310	164	6	7	13
Apartment - 1 unit	220	7	1	0	1
Restaurant - 2,416 sf	931	212	12	6	18
Retail - 1,329 sf	814	54	2	2	4
	Totals	437	21	15	36

Table 2
Adjusted Existing
Daily and PM Peak Hour Trip Generation

Land Use & Size	ITE Land Use Code	Weighted Daily Volume	PM Peak Hour Volume IN	Out	Total
Hotel - 18 units	310	164	6	7	13
Apartment - 1 unit	220	7	1	0	1
Restaurant - 2,416 sf*	931	123	7	3	10
Retail - 1,329 sf	Totals	49	2	2	4
		343	16	12	28

* Quality restaurant reduced by 42% for pass-by activity
** Specialty retail reduced by 10% including internal and pass-by trips

Table 3
Adjusted Proposed
Daily and PM Peak Hour Trip Generation

Land Use & Size	ITE Land Use Code	Weighted Daily Volume	PM Peak Hour Volume IN	Out	Total
Apartment - 6 units	220	39	3	1	4
Restaurant - 1,912 sf*	931	98	6	3	9
Retail - 4,704 sf**	814	172	6	6	12
		309	15	10	25

* Quality restaurant reduced by 42% for pass-by activity
** Specialty retail reduced by 10% including internal and pass-by trips

Table 4
Net Trips Between Existing & Proposed Developments
Daily and PM Peak Hour Trip Generation

Land Use & Size	ITE Land Use Code	Weighted Daily Volume	PM Peak Hour Volume IN	Out	Total
Proposed development	n/a	309	15	10	25
Exisitng development	n/a	343	16	12	28
	Net trips	**-34**	**-1**	**-2**	**-3**

Summary of Trip Generation Calculation
For 18 Occupied Rooms of Hotel
September 13, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.92	6.04	1.00	161
7-9 AM Peak Hour Enter	0.39	0.00	1.00	7
7-9 AM Peak Hour Exit	0.28	0.00	1.00	5
7-9 AM Peak Hour Total	0.67	0.84	1.00	12
4-6 PM Peak Hour Enter	0.34	0.00	1.00	6
4-6 PM Peak Hour Exit	0.36	0.00	1.00	6
4-6 PM Peak Hour Total	0.70	0.87	1.00	13
AM Pk Hr, Generator, Enter	0.35	0.00	1.00	6
AM Pk Hr, Generator, Exit	0.29	0.00	1.00	5
AM Pk Hr, Generator, Total	0.64	0.84	1.00	12
PM Pk Hr, Generator, Enter	0.42	0.00	1.00	8
PM Pk Hr, Generator, Exit	0.32	0.00	1.00	6
PM Pk Hr, Generator, Total	0.74	0.89	1.00	13
Saturday 2-Way Volume	10.50	4.11	1.00	189
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.87	0.94	1.00	16
Sunday 2-Way Volume	8.48	3.42	1.00	153
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.75	0.88	1.00	14

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 1 Dwelling Units of Apartments
September 13, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.72	3.02	1.00	7
7-9 AM Peak Hour Enter	0.10	0.00	1.00	0
7-9 AM Peak Hour Exit	0.41	0.00	1.00	0
7-9 AM Peak Hour Total	0.51	0.73	1.00	1
4-6 PM Peak Hour Enter	0.40	0.00	1.00	0
4-6 PM Peak Hour Exit	0.22	0.00	1.00	0
4-6 PM Peak Hour Total	0.62	0.82	1.00	1
AM Pk Hr, Generator, Enter	0.16	0.00	1.00	0
AM Pk Hr, Generator, Exit	0.39	0.00	1.00	0
AM Pk Hr, Generator, Total	0.55	0.76	1.00	1
PM Pk Hr, Generator, Enter	0.41	0.00	1.00	0
PM Pk Hr, Generator, Exit	0.26	0.00	1.00	0
PM Pk Hr, Generator, Total	0.67	0.85	1.00	1
Saturday 2-Way Volume	6.39	2.99	1.00	6
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	1
Sunday 2-Way Volume	5.86	2.73	1.00	6
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.51	0.75	1.00	1

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 2.416 Th.Gr.Sq.Ft. of Quality Restaurant
September 13, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	217
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	2
4-6 PM Peak Hour Enter	5.02	0.00	1.00	12
4-6 PM Peak Hour Exit	2.47	0.00	1.00	6
4-6 PM Peak Hour Total	7.49	4.89	1.00	18
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	11
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	2
AM Pk Hr, Generator, Total	5.57	3.79	1.00	13
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	14
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	8
PM Pk Hr, Generator, Total	9.02	4.55	1.00	22
Saturday 2-Way Volume	94.36	34.42	1.00	228
Saturday Peak Hour Enter	6.38	0.00	1.00	15
Saturday Peak Hour Exit	4.44	0.00	1.00	11
Saturday Peak Hour Total	10.82	4.38	1.00	26
Sunday 2-Way Volume	72.16	32.35	1.00	174
Sunday Peak Hour Enter	5.28	0.00	1.00	13
Sunday Peak Hour Exit	3.10	0.00	1.00	7
Sunday Peak Hour Total	8.38	3.88	1.00	20

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 1.329 T.G.L.A. of Specialty Retail Center
September 13, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	59
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	2
4-6 PM Peak Hour Exit	1.52	0.00	1.00	2
4-6 PM Peak Hour Total	2.71	1.83	1.00	4
AM Pk Hr, Generator, Enter	3.28	0.00	1.00	4
AM Pk Hr, Generator, Exit	3.56	0.00	1.00	5
AM Pk Hr, Generator, Total	6.84	3.55	1.00	9
PM Pk Hr, Generator, Enter	2.81	0.00	1.00	4
PM Pk Hr, Generator, Exit	2.21	0.00	1.00	3
PM Pk Hr, Generator, Total	5.02	2.31	1.00	7
Saturday 2-Way Volume	42.04	13.97	1.00	56
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	20.43	10.27	1.00	27
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 6 Dwelling Units of Apartments
September 13, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.72	3.02	1.00	40
7-9 AM Peak Hour Enter	0.10	0.00	1.00	1
7-9 AM Peak Hour Exit	0.41	0.00	1.00	2
7-9 AM Peak Hour Total	0.51	0.73	1.00	3
4-6 PM Peak Hour Enter	0.40	0.00	1.00	2
4-6 PM Peak Hour Exit	0.22	0.00	1.00	1
4-6 PM Peak Hour Total	0.62	0.82	1.00	4
AM Pk Hr, Generator, Enter	0.16	0.00	1.00	1
AM Pk Hr, Generator, Exit	0.39	0.00	1.00	2
AM Pk Hr, Generator, Total	0.55	0.76	1.00	3
PM Pk Hr, Generator, Enter	0.41	0.00	1.00	2
PM Pk Hr, Generator, Exit	0.26	0.00	1.00	2
PM Pk Hr, Generator, Total	0.67	0.85	1.00	4
Saturday 2-Way Volume	6.39	2.99	1.00	38
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	3
Sunday 2-Way Volume	5.86	2.73	1.00	35
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.51	0.75	1.00	3

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 1.912 Th.Gr.Sq.Ft. of Quality Restaurant
September 13, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	172
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	2
4-6 PM Peak Hour Enter	5.02	0.00	1.00	10
4-6 PM Peak Hour Exit	2.47	0.00	1.00	5
4-6 PM Peak Hour Total	7.49	4.89	1.00	14
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	9
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	2
AM Pk Hr, Generator, Total	5.57	3.79	1.00	11
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	11
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	7
PM Pk Hr, Generator, Total	9.02	4.55	1.00	17
Saturday 2-Way Volume	94.36	34.42	1.00	180
Saturday Peak Hour Enter	6.38	0.00	1.00	12
Saturday Peak Hour Exit	4.44	0.00	1.00	8
Saturday Peak Hour Total	10.82	4.38	1.00	21
Sunday 2-Way Volume	72.16	32.35	1.00	138
Sunday Peak Hour Enter	5.28	0.00	1.00	10
Sunday Peak Hour Exit	3.10	0.00	1.00	6
Sunday Peak Hour Total	8.38	3.88	1.00	16

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For 4.704 T.G.L.A. of Specialty Retail Center
September 13, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	208
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	6
4-6 PM Peak Hour Exit	1.52	0.00	1.00	7
4-6 PM Peak Hour Total	2.71	1.83	1.00	13
AM Pk Hr, Generator, Enter	3.28	0.00	1.00	15
AM Pk Hr, Generator, Exit	3.56	0.00	1.00	17
AM Pk Hr, Generator, Total	6.84	3.55	1.00	32
PM Pk Hr, Generator, Enter	2.81	0.00	1.00	13
PM Pk Hr, Generator, Exit	2.21	0.00	1.00	10
PM Pk Hr, Generator, Total	5.02	2.31	1.00	24
Saturday 2-Way Volume	42.04	13.97	1.00	198
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	20.43	10.27	1.00	96
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

SHORT REPORT

General Information		Site Information	
Analyst	*RPE/TAP*	Intersection	*US 1 & Ocean Boulevard*
Agency or Co.		Area Type	*All other areas*
Date Performed	*9/12/2006*	Jurisdiction	
Time Period	*PM - Midday Peak*	Analysis Year	*Existing 2006*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	*0*	*1*	*1*	*0*	*1*	*0*	*1*	*2*	*0*	*1*	*2*	*1*
Lane Group		*LT*	*R*		*LTR*		*L*	*TR*		*L*	*T*	*R*
Volume (vph)	*156*	*2*	*46*	*6*	*1*	*4*	*61*	*739*	*7*	*5*	*797*	*173*
% Heavy veh	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PHF	*0.85*	*0.85*	*0.85*	*0.69*	*0.69*	*0.69*	*0.93*	*0.93*	*0.93*	*0.92*	*0.92*	*0.92*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*P*	*P*	*P*	*P*
Startup lost time		*2.0*	*2.0*		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
Ext. eff. green		*2.0*	*2.0*		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
Arrival type		*3*	*3*		*3*		*3*	*3*		*3*	*3*	*3*
Unit Extension		*3.0*	*3.0*		*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*28*	*0*	*0*	*4*	*0*	*0*	*7*	*0*	*0*	*39*
Lane Width		*12.0*	*12.0*		*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/hr												
Bus stops/hr		*0*	*0*		*0*		*0*	*0*		*0*	*0*	*0*
Unit Extension		*3.0*	*3.0*		*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *22.0*	G =	G =	G =	G = *44.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *76.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		*186*	*21*		*10*		*66*	*799*		*5*	*866*	*146*
Lane group cap.		*397*	*467*		*454*		*313*	*2095*		*344*	*2095*	*935*
v/c ratio		*0.47*	*0.04*		*0.02*		*0.21*	*0.38*		*0.01*	*0.41*	*0.16*
Green ratio		*0.29*	*0.29*		*0.29*		*0.58*	*0.58*		*0.58*	*0.58*	*0.58*
Unif. delay d_1		*22.2*	*19.4*		*19.3*		*7.7*	*8.6*		*6.8*	*8.9*	*7.4*
Delay factor k		*0.11*	*0.11*		*0.11*		*0.50*	*0.50*		*0.50*	*0.50*	*0.50*
Increm. delay d_2		*0.9*	*0.0*		*0.0*		*1.5*	*0.5*		*0.1*	*0.6*	*0.4*
PF factor		*1.000*	*1.000*		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*
Control delay		*23.1*	*19.5*		*19.3*		*9.2*	*9.2*		*6.9*	*9.5*	*7.8*
Lane group LOS		*C*	*B*		*B*		*A*	*A*		*A*	*A*	*A*
Apprch. delay		*22.7*			*19.3*			*9.2*			*9.2*	
Approach LOS		*C*			*B*			*A*			*A*	
Intersec. delay		*10.6*			Intersection LOS						*B*	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RPE/TAP*
Agency/Co.	
Date Performed	*9/12/2006*
Analysis Time Period	*PM - Midday Peak*

Site Information

Intersection	*US 1 & Atlantic Circle North*
Jurisdiction	
Analysis Year	*2006 Existing PM*

Project Description *Tavernier Hotel*

East/West Street: *Atlantic Circle North* | North/South Street: *US 1*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		*886*	*25*	*28*	*914*	
Peak-Hour Factor, PHF	*1.00*	*0.96*	*0.96*	*0.94*	*0.94*	*1.00*
Hourly Flow Rate, HFR	*0*	*923*	*26*	*29*	*970*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*	*LT*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				*7*		*8*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.67*	*1.00*	*0.67*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*10*	*0*	*11*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (vph)		*29*		*21*				
C (m) (vph)		*732*		*332*				
v/c		*0.04*		*0.06*				
95% queue length		*0.12*		*0.20*				
Control Delay		*10.1*		*16.6*				
LOS		*B*		*C*				
Approach Delay	--	--	*16.6*					
Approach LOS	--	--	*C*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RPE/TAP*	Intersection	*US 1 & Jo Jean Way*
Agency/Co.		Jurisdiction	
Date Performed	*9/12/2006*	Analysis Year	*2006 Existing*
Analysis Time Period	*PM Midday Peak*		

Project Description *Tavernier Hotel*

East/West Street: *Jo Jean Way* | North/South Street: *US 1*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*36*	*842*			*992*	*15*
Peak-Hour Factor, PHF	*0.93*	*0.93*	*1.00*	*1.00*	*0.92*	*0.92*
Hourly Flow Rate, HFR	*38*	*909*	*0*	*0*	*1074*	*16*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*0*
Configuration	*L*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*25*		*30*			
Peak-Hour Factor, PHF	*0.72*	*1.00*	*0.72*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*34*	*0*	*41*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (vph)	*38*						*75*	
C (m) (vph)	*648*						*296*	
v/c	*0.06*						*0.25*	
95% queue length	*0.19*						*0.98*	
Control Delay	*10.9*						*21.2*	
LOS	*B*						*C*	
Approach Delay	--	--				*21.2*		
Approach LOS	--	--				*C*		